



COP17/CMP7
 UNITED NATIONS
 CLIMATE CHANGE CONFERENCE 2011
 DURBAN, SOUTH AFRICA

International Transport and Greenhouse Gas Emissions

UN system-wide response to climate change

Under the chairmanship of the Secretary-General, the Chief Executives Board (CEB) brings together 29 UN system organizations to jointly support Member States in meeting global challenges.

In 2007, the CEB adopted the Climate Change Actions Framework, a joint action-oriented approach in line with the decisions of the UNFCCC Parties. The UN system supports Member States in implementing their commitments and in responding to the emerging challenges.

At COP 17 / CMP 7, the UN system is presenting its ongoing work and practical solutions and tools at side events, exhibits and by sharing a joint package with thematic information.

Contact: ceb@un.org

CEB Website:

www.unsceb.org/ceb/priorities/climate-change/

ICAO

With a global policy framework adopted at the 37th ICAO Assembly in October 2010, international aviation is the first sector with a shared global agreement to environmental goals of increasing 2% annual fuel efficiency and stabilizing its global CO₂ emissions at 2020 levels. ICAO and its 191 Member States, in cooperation with industry, have been making further progress on actions requested by the Assembly, in order to move international aviation closer to a sustainable future.

IMO

Greenhouse gas emission from international shipping is modest but steadily growing apace with globalization and world trade. Therefore, IMO has been energetically pursuing control of GHG emissions from international shipping through a global approach, in recognition of the magnitude of the climate change challenge. As a result, mandatory measures to reduce GHG emissions from international shipping were adopted at IMO, in July 2011, constituting the first global CO₂ reduction regime for an international industry sector.

United Nations System Chief Executives Board for Coordination

Climate Change Action Framework

Focus (left) and Cross-Cutting Areas (right) have been identified in pursuance of the broader mandates and capacities in the UN system (with corresponding convening agencies) to ensure better coordination and cooperation for concrete deliverables:

Adaptation
 Technology transfer
 Forestry and Agriculture
 Financing mitigation and adaptation action
 Capacity-building

Climate knowledge; science, assessment, monitoring and early warning
 Supporting global, regional and national action
 Public awareness-raising
 Social Dimensions of Climate Change

International Transport and Greenhouse Gas Emissions

ICAO

Objectives

Limit or reduce the impact of GHG emissions from international aviation on the global climate.

Activities

ICAO has made substantial progress on four key areas of: 1) States' action plans and assistance to States, 2) sustainable alternative fuels, 3) market-based measures, and 4) global aspirational goals.

Results

States' Action Plans will help ICAO assess the progress for achieving **Global Aspirational Goals**, and identify and address the assistance needs of implementing States' actions. The technical work, in particular the development of aircraft CO₂ Standard by 2013, is on track. ICAO developed guidance material/website, and six workshops trained States that represent more than 90% of global air traffic, for preparation of action plans to be submitted to ICAO by June 2012.

Sustainable Alternative Fuels: over 300 initiatives and five major consortia are underway, and airlines are already using drop-in biofuels in commercial flights. It is a technically sound solution that will not require changes on aircraft/infrastructure. ICAO is now facilitating international efforts to ensure the availability of such fuels for aviation.

ICAO is also accelerating its work on the framework and a global scheme for **Market-based Measures**.

Moving forward

With a clear roadmap towards the development of global solutions on international aviation and climate change in these four key areas by the end of 2012, ICAO will be ready for decision-making by its next Assembly.



IMO

Objectives

Further improve energy efficiency and reduce GHG emissions from international maritime transport.

Activities

IMO has given extensive consideration to the control of emissions from ships and in July 2011 adopted a **package of mandatory technical measures for new ships and operational reduction measures for all ships** over 400 gross tonnage.

Results

The adopted measures make mandatory the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP), which are, consequently, the first ever mandatory GHG reduction regime for an entire economic sector. The new IMO measures are expected to enter into force on 1 January 2013 and could help ship operators **reduce CO₂ emissions from international maritime transport by up to 200 million tonnes annually by 2020, a figure that, by 2030, will increase to 420 million tones**, as well as save \$20 to 80 billion in fuel costs in 2020.

In view of the growth projections of human population and world trade, **Market-Based Measures** (MBMs) are also being considered to reduce even further the amount of GHG emissions from international shipping

Moving forward

IMO will continue its work on **energy efficiency measures** for ship types, sizes and propulsion systems not covered by the current EEDI framework with a view to seeking additional beneficial outcomes. **Further substantial progress** is expected when the options for an appropriate MBM for international shipping will be subject to detailed consideration in 2012.

